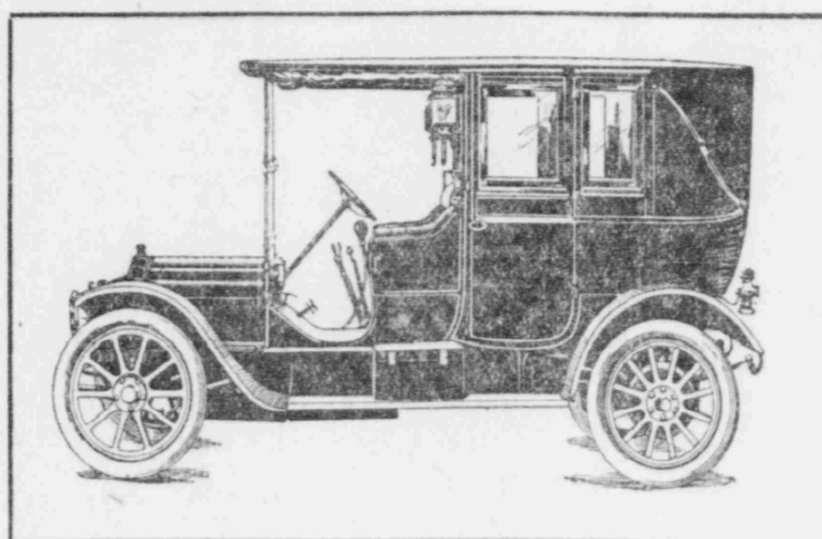


THE most luxurious closed cars ever brought to Washington will be exhibited in our space at the show during this week. The bodies are masterpieces of the carriage builder's art, richly upholstered in imported materials, mounted on the sensation of the New York Show, the gasoline WHITE.

SEE US AT THE SHOW.



WHITE

**THE
WHITE COMPANY,**
1124 Connecticut Avenue.

OF medium size and power, they present the latest development of the town car type, and are not excelled for elegance of appointment by cars selling at twice their price.

WASHINGTON HAS FEW MOTOR BOAT ENTHUSIASTS

In the buying of a motor boat there is more to be considered than mere looks, or style, or appearance—call it what you may. The greatest point is quality. Quality of design, quality of materials, quality of workmanship, quality of power plant; all in all, the quality that means high efficiency.

The mere word "boat" calls up a multitude of shapes and fancies. An Indian "dugout" is a boat; so is the flat-bottomed affair of boyhood days; indeed, almost any flimsy craft that floats may be termed a "boat." And so with the stanch, graceful, scientifically designed Racine power boat—it is still "a boat"—but it is more; it is the finest product of modern science, skill, and draftsmanship applied to boat building.

The great majority of pleasure boats and launches are built by "rule of thumb." A few lines are guessed at here and there, keel, stem, stern, and frame timbers are shaped in a more or less haphazard manner, the boat is planked, and the result hidden from view by paint, putty, and varnish. Even yachts of considerable size have been so built and are being so built to-day.

About Racine Motor Boats.

C. D. Davis, representing the Racine Boat Manufacturing Company, said:

"Racine motors are as good as Racine boats. We build them for Racine boats. Twenty-six years' experience has shown us exactly what is needed, and long and costly experiment has taught our engineers the good features to adopt, the weak points to avoid. Racine motors are designed in our drafting rooms, patterned in our pattern shops, cast in our foundry, and machined, finished, and assembled in our machine shops. They are thoroughly Racine products.

"They are simple to operate, economical in both fuel and oil, and, best of all, always reliable if let alone. They are designed especially for the average owner who is unfamiliar with mechanics, and their operation has been so simplified that, when supplied with gasoline, lubricating oil, and a steady current of electricity, they will start at the first turn of the crank and run all day long. At the same time they are backed by tremendous power.

"On the smaller sizes all controls are centralized in one lever, which automatically takes care of the various operations of increase or decrease of speed, and forward or reverse motion, as desired.

ed. In combination with a Racine boat they form an outfit that can be depended upon under all conditions and will give the maximum of comfort and pleasure with a minimum of trouble.

Capital Suffers in Comparison.

"It will no doubt surprise the average public to know that Washington, for its size, has fewer motor boat enthusiasts than any city in the United States. Investigating the cause of this situation, it is found that practically few people in Washington realize the great advantages to be had on the Potomac River for cruising, not only with small boats of 15-foot length, but sea-going cruisers. There is no body of water in this country that has more historical points of interest at which the yachtsman can land and examine at his leisure.

"Another fact, which is known by comparatively few people, is that a two-and-a-half or three hours' run in your launch from Washington brings you to sail water, where crabs and fish are plentiful. The Potomac from this point to the mouth is from three to six miles wide. "This gives you equally as good cruising as the Chesapeake Bay, which, as everyone knows, is famous for its harbors and coves, where yachtsmen can run in in case of a heavy blow. The writer of this article has cruised from Washington to Point Lookout, which is at the mouth of the river, in a 15-foot launch, but there never was a time when he had any uneasiness as to the outcome of a severe storm, as he realized the fact that there is no stretch of over four miles on either side of the river where a good harbor cannot be found.

"This show of motor boats, which is to be given at Convention Hall, is the first of its kind that has ever been pulled off in this city. There will be some models exhibited at the show which have never been seen in Washington before. It will, therefore, be to the great interest of all boat lovers to make it a point to visit Convention Hall at that time."

Waiting to Find Out.

From the Chicago Daily News.

Cincinnati Tourist (who, for the first time, has just entered a restaurant in Paris)—Have you ordered?

St. Louis Tourist (who has reached the table some minutes before, and who looks up from a French bill of fare)—Yes.

Cincinnati Tourist—What did you order?

St. Louis Tourist (impatiently)—How do I know?

Largest Morning Circulation.

LAST GOLDEN EAGLE.

Big Bird, Once Numerous in South Dakota, Believed to Be Extinct.

When the pioneer entered the Black Hills thirty-five years ago golden eagles were as common as are English sparrows at present, but with the death of Old Sentinel, that occurred a few days ago, it is believed that the birds have become extinct.

Unlike eagles of other sections of the country, the golden eagles were much larger, more fierce, swifter of flight, and of a different color. The feathers and plumage of the back were almost yellow, hence the name, says the Duluth News-Tribune.

In the early days of the Hills the birds were so numerous that they were considerable of a menace to the settlers. Frequently they would swoop down into the ranch lots, pick up a lamb or a small pig, and fly away to some crag, where they would devour the catch or carry it to their young. Many stories are told of golden eagles having attacked small children.

Old Sentinel had been one of the pioneer landmarks for more than a quarter of a century, and during all of this time he occupied the crest of one of the highest of the peaks of the Ragged Top Range. There, upon a shelf of rock 4,000 feet above the valley below, Old Sentinel and his mate made their home until about five years ago, when the latter died and the male bird became a wanderer. After the death of his mate, Old Sentinel would make trips to the southern and western hills, frequently being absent for two weeks. Many times he was shot at, but he seemed to bear a charmed life, for the bullet was never cast that was to end his career.

Recently E. N. Norman, of the United States Land Office at Rapid City, went to Deadwood, S. Dak., determined, if possible, to capture the golden eagle alive. He realized that Old Sentinel was the last one of his race in the Hills, and that in his capture he would secure a prize of well worth effort. Going out to the Ragged Top Range with a small party of friends, he was told that Old Sentinel, that had guarded the peak for years, had not been seen for more than a month. Mr. Norman concluded that a trip to the lofty home of the eagle was worth the trouble, and climbed to the top of the mountain. There, covering a space of more than twenty feet square, were the bones of almost all kinds of small domestic animals lying in heaps. Not far away was the skeleton of an infant, whitened and polished by the storms of years. Bones that were found, indicating that perhaps the mate of Old Sentinel and his mate had been away from the peak for some time.

Down in a crevice of the rocks, some twenty feet below, was the body of the eagle. Ropes were put around one of the

men, and he was lowered and pulled back, bringing with him the prize, not alive, but a dead eagle. Making the examination, Mr. Norman became convinced that the eagle must have been fully 100 years of age, and that his death was due to old age. The body was taken down and brought to Deadwood, where the skin will be mounted and probably become the property of the Historical Society of South Dakota.

The measurements of Old Sentinel prove that he was one of the largest of the birds of America.

FRUIT IN NEW ENGLAND.

Several discoveries, all relating to the fruit industry, have been made in New England recently. The list is presented here: Modern methods of spraying and general culture should be adopted; attention should be paid to selection of varieties; care should be taken in packing and grading; there should be uniform branding, so that the brand may come to have a definite meaning.

Obviously the spirit of investigation and discovery was stimulated by recent developments on the Pacific Coast. New Englanders and others in that part of the country have been doing things while the population near Plymouth and the other rocks has been following the footsteps of the fathers, says a writer in the Chicago Record-Herald. Fighting pests is a regular part of the business of the Western growers, and not one of them expects to succeed without maintaining a vigorous warfare. The strenuous nature of the campaign is indicated by a letter from a California nurseryman with whom persistent spraying is a cardinal principle.

It is fight, fight, all the time, with the object of securing a perfectly clean orchard. Another fruit raiser in the far West gives this rule: Cultivate, fertilize, irrigate. And when we come to marketing—well, the markets tell the story. The way of the fathers is shown in barrels of dirty uneven and wormy fruit that is repellent rather than attractive. The modern way is seen in carefully boxed and wrapped specimens of the choice products of the orchards. In spite of the great difference in price the fine fruit has the call. Apples from Oregon and Washington make outcasts of the good old-fashioned job lots.

But New England seems to have learned the lesson. They had an exhibition in Boston recently of New England fruit brought up by hand after the Western style, and they are very proud, they say, that the soil is all right. All that is required is an intelligence that has been wanting hitherto. Given that and manifest advantages of transportation and marketing, an advantage in railroad rates, an advantage in leaving the fruit on the trees until it is mature and fine flavored, and New England should be able to defy competition.

SHOOTING WHALES.

Modern Whalers Use a Cannon and an Explosive Harpoon.

Whaling with modern methods in Alaskan waters is an exciting game, especially for those who are new to the business, says the World's Work.

The modern whaling steamer is a little vessel, almost round on the bottom, which enables it to be turned and managed with the greatest ease. Mounted at the bow is a small cannon that shoots a harpoon weighing more than 100 pounds and having an explosive head, called the bomb.

If the shot is good and the harpoon is planted squarely behind the fin, the bomb crashes into the lungs, killing instantly; if not, the struggle may last for several hours.

After a whale has been killed the carcass is brought alongside and inflated so that it will float. A long coil of rubber hose, one end of which is attached to a pump and the other to a hollow spear-pointed tube of steel with perforations along its entire length, is used for this purpose.

The spear is thrust well down into the whale's side, the air pump started, and the body slowly filled with air. When inflated enough to keep it afloat the tube is withdrawn, the incision plugged with oakum, and the carcass cast off. A buoy with a flag is attached to the body and it is then set adrift to be picked up at the end of the day's hunting.

The whaling station is a group of buildings situated in a bay or cove near enough to the feeding grounds to allow the steamer to come in each night with the day's catch. The whales are anchored at a buoy in front of a long, inclined platform, upon which they are drawn, tail first, by means of a steam winch.

The saying that every part of the pig but the squeal is now of market value is also a fact with the whale. Not a particle of the animal is wasted. After the skeleton is stripped of flesh it is disarticulated and the bones chopped in pieces.

The blubber is tried out for oil and the meat and bones are boiled for the same purpose. Later the flesh is artificially dried and sifted, making a fine guano, and the bones are ground up for fertilizer. Even the blood is boiled and dried with the flesh, and the water in which the blubber has been tried out makes excellent glue. The fins and tail, after being sliced into thin strips, are salted and barreled and shipped to Japan as an article of food.

All advertising contracts made by The Washington Herald are based upon its bona fide circulation—a circulation in Washington larger by thousands than was ever before attained by any morning newspaper at the Capital. Its books are open.

USING PUBLIC PORTRAITS.

It is the custom of banks, hospitals, universities, schools of medicine, and public buildings, such as city halls, State houses, and Federal halls, to collect portraits of their representative leaders.

Would not these buildings gain in dignity and beauty if the portraits were given a mural setting that contributed to the enrichment of the halls and chambers of the structure?

English country houses, guild halls, college buildings at Oxford and elsewhere, as well as many palaces on the Continent, have successfully employed this kind of decoration, says a writer in Scribner's Magazine. The country is particularly rich in portraits. These are preserved with much care and become in some cases a feature of decoration in great houses, pointed to with pride.

There are collections of portraits owned by municipal and State buildings in this

country which could be readily made available for really handsome decoration by removing the frames, which are often ugly objects in themselves, and with an architectural purpose arranging these pictures as a frieze above a high wainscoting.

An acquaintance, who is planning a country house, tells me that he is really building his house around the portrait, which he highly prizes, of his father. It is placed, set in, over the dining-room fireplace and may be approached through a suite of rooms and seen at a distance of 30 or 100 feet.

Rewards of Conscience.

From Modern Society.

"I hope you came out of that horse deal with a clear conscience?"

"Yes," answered Smiling, "but it kind o' worries me. My conscience is so unusually clear that I can't help feelin' I must have got the wust o' it."



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Taxicabs hired by the hour, \$3.00—one to five persons. Also meter service at rates fixed by the District Commissioners.

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